11.000.00

42,371.60 85,171.50

\$326,289.44

AFFAIRS OF THE RAILWAYS.

Fast Time on Railroads.

A good deal of interest is shown among railroad men in the cable account published by the New York Times last week of the race between the "Flying Scotchman" and the "West Coast Flyer" from London to Edinburgh, in which 400 miles were covered in 7 hours and 25 minutes, or an average of 531 miles per hour. The Philadelphia Record says there has been a great jogging of memories among officials of American roads and a general overhauling of fast-run records over American lines. Much comfort was found by many in going over those records. For they show that although the British and French roads admittedly make much better time habitually than is made on any of the American lines, some astonishing and sustained rates of speed have been attained here when special efforts were expended with that end in view. The best run on record in this country which can be fairly compared with the English run was made over the West Shore road from Buffalo to New York on July 9, 1885, when 426 miles were covered in 7 hours and 27 minutes. Quite a large number of railroad men, including officials of the Baltimore & Ohio, Wabash, Grand Trunk and West Shore roads, happened at Buffalo together en route for New York. It was decided to see how quickly they could move over the new road. At the start the railroad men had their watches out and soon the mile-posts were flying past every 43 seconds. That speed was held so steadily that the greater part of the run was made at the rate of 45 seconds to the mile, or from 70 to 83 miles an hour. On Oct. 8,1885, over the same road, a burst of speed was tried for 11 miles, between Genesee Junction and East Buffalo, to satisfy Superintendent J. E. Layng, who was on the train. The run occupied 512 seconds, an average rate of 74 miles an hour. Three of the miles were made at the rate of 80 miles an hour, 1 at 77 and 1 at 75. On the New York Central road a newspaper train with two cars weighing sixty tons was hauled into Syracuse Sunday morning. The average speed from Syracuse to Rochester was 671 miles per hour; from Rochester to Buffalo, 63.72 miles per hour, and from Syracuse to Buffalo, 65.6 miles an hour. The run of 148.7 miles was made in 136 minutes. On the Pennsylvania road 45 miles an hour is not uncommon, and there are level stretches where a speed of a mile a minute is attained. Samuel Carpenter, general agent of the road, said that if there was any need of making time to compare with the new English schedule it could be done. On the New York Central road the run of 80 miles from Rochester to Syracuse has been made in 80 minutes when it was necessary to make up lost time. Assistant Superintendent Voorhees, of the New York Central, says he is ready any day to send a party from New York to Buffalo, 440 miles, over that road, in the same time made by the English racer for 400 miles, if the party would pay \$2 a mile to get there in 7 hours and

Cutting Passenger Rates.

CHICAGO, Aug. 13.—The Chicago, Burlington & Quincy to-day made an open rate of \$8.50 to Minneapolis and return on the occasion of the firemen's convention in that city. The rate previously agreed upon by all the roads was full fare going and one-third returning, but it is claimed that the Wisconsin Central made a contract with a party of over a hundred on the basis of \$8.50 apiece for the round trip. On escertaining this, the Burlington made an open gate at the same figures. The convention begins to-morrow, and the tickets are good for return passage up to and including the 20th.

Personal, Local and State Notes. The Central Traffic Association freight department will hold a meeting in Chicago to-

J. F. Nourse, general passenger agent of the Central Iowa road, is in the city on official busi-

J. H. Russell, general freight agent of the Toledo, Columbus & Southern road, headquar-ters Toledo, is in the city on official business. The exterior of the C., L, St. L. & C. freight depot at this point is to be treated to a coat of paint, an improvement which it has needed for

several years. The volume of west-bound freight traffic which the Lake Erie & Western is bringing into Indianapolis, Lafayette and Peoria is very gratifying to the management.

The monthly report of the Central Traffic Association shows that in June 70 per cent. of the west-bound business for Indianapolis was brought in over the Bee-line.

In railroad circles the belief prevails that the end of this month will witness a general cessation of railroad wars, and every road in the country will begin to work at a profit.

The wheat crop in southern Illinois is belping the Carro & Vincennes road out of the mire, the line earning, the first week in August, \$1,630 more than in the corresponding week of

The Pennsylvania and the Baltimore & Ohio roads are having trouble in inducing affiliating lines to sign the agreement they recently en-tered into looking to a better maintenance of

Local traffic on the Evansville & Terre Haute road is at high tide. Both the watermelon and the wheat crops are moving briskly, and the volume of business is limited only by cars to be

The C., H. & I. will have ten well-loaded coaches out of here on their Niagara Falls excursion to-day, and the Niagara Falls excursion

over the Bee-line on the 14th also promises to The coal roads begin to show an improvement in earnings. The Chicago & Indiana Coal road

the first week in August shows an increase in earnings over those of the corresponding week of last year of \$1,420. The report that the Illinois Central people have decided to build an extension to Denver. Col, excites a good deal of talk, as the company

the matter and construct a road second to none As a meeting held in New York, last week, Chairman Blanchard, of the Central Traffic Association, took the position that the long road

should name the passenger rates between com-peting points. Under the present order of things the short road names the rate. General Manager Green, of the C., L. St. L. & C., says that as soon as the North Bend cut-off is completed three hours is to be the running time between Indianapolis and Cincinnati for all their express trains, and the time between Indianapolis and Chicago will probably be cut

down to five and one-half hours. The Financial Chronicle of Saturday last reports the gross earnings of 102 roads for the month of July at \$25,365,484, an increase over the corresponding month, 1887, of \$848,008; and of 100 roads from Jan. 1 to July 31, at \$169,-586,427, an increase of \$7,029,148, as compared

with the corresponding period, 1887. The policy of the Lake Erie & Western management is to look after their local business, by which is meant the business on their own road and their immediate connections, instead of reaching off to distant points and sharing in any low through rate which comes along. In this manner the steady increase in earnings in the passenger department is accounted for.

The Stockholder says that the handsome advance in the stock of the Cleveland, Columbus Cincinnati & Indianapolis road is due to the advantages likely to accrue to the company from its connections with the Cleveland, St. Louis & Kansas City road, which crosses the Mississippi at Alton, and will give the Bee-line a direct line west largely under the control of the Vander-

Under the policy of the Pennsylvania Railroad Company to abandon such of its leased lines as are unprofitable, the Holly, Lamberton & Medford road, of New Jersey, will be dropped. If the people along the line desire to lease and operate it on the same plan that the Pemberton & Hightstown was taken, they can do so. Out West the Pennsylvania Company has no un-profitable lines. Even the Indianapolis & Vincennes would be a paying line if it was not burdened with such an enormous bonded debt. which was placed there by the Pennsylvania

Company. The Atchison, Topeka & Santa Fe management is receiving a good deal of commendatory talk over the rumor that they have decided to take off their train agents and return to the old method of doing business, the conductor bandling the trains and collecting the fares or tickets. and to encourage their conductors to be honest in their dealings with the company they propose to pay them \$175 per month, which will enable them to live up to the proper standard of a passenger conductor and lay by something for a rainy day. Not only do passenger conductors take a great deal of interest in the report, but railroad and business men, who have felt all along that \$75 to \$90 was not enough pay for a passenger conductor, when the responsibilities and what is expected of him is considered. The common remark is that the Santa Fe is making the right move.

The proposition of the reads doing business between Chicaga and Missouri river points to

managers say that these trains were put on in the hope that they would increase travel and insure larger revenues; in this they have been disappointed. Had the traveling public made these trains profitable they would have been allowed to remain. Fortunately for the through lines passing Indianapolis, their limited fast trains are among the best paying trains they run.
There is not a day which the Pennsylvania special has been run that it has not paid from \$1.75 to \$2.25 per mile run, and such a result means its continuance. What is better, it has not cut down the business of the slower trains perceptibly.

A LUXURIOUS RESIDENCE.

The House Which Mr. Jay Gould Thinks of Buying.

Saratoga Special.

Jay Gould is still considering the advisability of purchasing Charles Reed's magnificent residence and charming grounds on Union avenue, near the castle owned by Harry S. Leech. Mr. Reed has not occupied his house for five years. He is not in Saratoga and will not come here this season. He was formerly one of the owners of the Saratoga Club-house and the raze-track. The house was built ten years ago and cost \$175,000, and the furniture, which was picked up by Mrs. Reed in various parts of Europe, cost over \$50,000. The house is in perfect order, and is kept ready for occupancy at all seasons of the year. Mr. Gould might move his family into it to-morrow, send for some groceries, and have a home of his own at once.

own at once. The house is of brick and contains twenty-three rooms. It is of the massive style of architecture of many years ago. The grounds are surrounded by an iron fence, painted black, and there are fine stables in the rear. The house is not as showy as the one occupied by Mr. Leech, the nearest neighbor, but it is probably more comfortable. The kitchen, of the Delmonico style, is in the basement. The parlors, dining-room, billiard-room, butler's pantry and grocery-room are on the main floor. The house is finished in hard wood, and there are no carpets in any of the rooms. Beautiful great rugs are used instead of carpets. The furniture of the parlors is magnificent, many of the articles having been carved by hand long before Columbus discovered America. Neither the furniture, bric-a-brac, nor trappings of these parlors, or of any of the rooms for that matter, could possibly be duplicated. Clocks hundreds of years old greet the visitors to the rooms and hallways, and priceless little ornaments are tastefully placed everywhere. Mirrors in which the belies of Naples and Paris beheld their pretty faces are plentiful. Two life-size figures carved out of stone in Naples 400 years ago stand in the main hallway and are apt to startle

The dining-room is, as it ought to be, one of the most cheerful rooms in the house, and the of some monarch's palace. The sideboard is of immense size and exquisitely carved. The table and chairs are of the most costly description. The chinaware was used by Napoleon III while he was Emperor of France. The billiard-room is a surprise to every one who enters it for the first time. Painted in colors upon the glass-

door is a full-length portrait of "Pat" Meaney, the famous jockey who used to ride Mr. Reed's race-horses. On the windows of the billiard-room are portraits of the horses. Everything needed to make a billiard-room comfortable and inviting for the players is to be found here. The sleeping apartments up stairs have sets of antique furniture of the rarest and costliest kind, and the bedding, coverlets, quilts, etc., were purchased in St. Petersburg. The coverings are gorgeous. There are five bathrooms in the house, and hot and cold water, electric bells, and speaking-tubes in every room. The piazzas are spacious and very tastefully

All the visitors to Saratoga who drive out to the lake pass this splendid property, and wonder why it is unoccupied. Men are daily at work keeping the lawns and flower-beds in proper con-dition, and the fountains are in full play each day. Messre. Conkling & Knapp, who have the seiling of the house and grounds, offered the property to Mr. Gould for \$140,000, or about \$65,000 less than it cost Mr. Reed. Mr. Gould was highly pleased with the dwelling and grounds, but has no fancy for antique furniture. He is to decide in a day or two whether he will purchase the property.

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Aug. 13, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna

Nicholas McCarty to James F. McCormiek, lot 128 in McCarty's first Westside addition.

James Foley to Haden B. Edwards, lot 11
in Wallace's third addition to the town
of Acton. 100.00 Martha C. Hamlin to Geo. A. Scott. lots 100 and 101 in Chambers's subdivision of Julian et al. saddition to Irvington. Martha J. Todd to Rebecca J. King, part of lot 2 in square 27 in Indianapolts. Addison Bybee et al. to Sarah Alexander, lot 9 in Bybee & Pratt's first addition. 250.00 9,500.00 350.00 David Johnson et al. to Antoinette Vin-cent, lot 4 in Johnson's first West Indianapolis subdivision..... 200.00 300.00

Chas. H. Atkins to Walter B. Atkins, lots E, F, C, H, I, J and K in McGilliard et al.'s addition to Brightwood...

Nannie E. Dynes to Rebecca Whitaker. part of lot 22 in square 3 in Hubbard et al.'s southeast addition. 600.00 Harry J. Milligan, trustee, to Bristor Whitfield, lots 4 and 5 in square 5 of S. K. Fletcher's south Brookside addition. Hicklin Stephenson to Rebecca Kent, lot 100.00 James H. Baldwin, administrator, to
David R. Marshall, lot 8 in Benjamin
Blue's subdivision of Hutchings & Darnell's Brookside addition to Brightwood 300.00

89.00

125.00

Same to Robert Thomas, lot 7 in Fiscus's subdivision of Hutchings & Darnell's Brookside addition to Brightwood...... Same to same, lots 9, 10, 11 and 12 in Fiscus's subdivision of Hutching & Darnell's Brookside addition to Bright-Amos D. McCormick to Wm. H. Bowen, lot 26 in Purcell's subdivision of blocks 14, 15 and 16 in Jones's addition.....

John Updike to John Kaltenbruner, part of lots 1 and 2 in outlot 92..... Conveyances, 15; consideration......\$13,604.00

A Scheme that Failed.

New York Special. Last summer the Muhrs, of Philadelphia, spent the summer at Ocean Beach. Their coachman. John Eastman, asked permission to bury a hundred watermelons on the premises. Mr. Simon

Mubr thought the coachman was crazy until he unfolded the following scheme:
"You will see," said the coachman, "that I am not crazy. I am going to varnish every one of the melons then bury them, dig them up at Christmas and sell them for five dollars apiece. It's a great scheme, and I am going to make a fortune out of if."

Finding it impossible to change his opinion, Mr. Muhr allowed the experiment to be tried. Last Christmas the trench was uncovered and the experimenter discovered a mound of mold instead of his watermelons. This information may be valuable to those contemplating the same scheme this season.

Henry George Said to Be Petering Out. Albany Evening Journal.

Since Henry George has declared for free trade, the workingmen have almost completely deserted him. When he ran for Mayor of New York he had the support of 68,000 workingmen. On Monday evening when he called together the advocates of his free-trade theory, less than 200 of them met in a small hall in New York city to greet him. If Henry George were run-

ning to-day, he would not get in the entire State 2,500 votes.

A Scheme.

Minneapolis Journal. General Nettleton was a fellow-passenger with Mr. Blaine on the homeward voyage, and quotes Mr. Blaine as saying that if he had been a freetrader when he went away he would have come home a protectionist. Why wouldn't it be a good campaign scheme to send a lot of free-traders abroad? It wouldn't make any special difference if they didn't come back at all.

Woman's Modesty.

Many women are prevented by feelings of delicacy from consulting a physician in those disorders arising from functional derangement of ber peculiarly delicate organism, and the most serious results are often caused by this neglect. To such persons Dr. Pierce's Favorite Prescription is an especial boon, as it offers a sure and safe cure for all those distressing disorders to which women are peculiarly subject, while it saves a modest girl or woman from the embarrassment of a personal consultation with a physician. "Favorite Prescription" is the only medicine for woman's peculiar weaknesses and ailments, sold by druggists, under a positive guarantee from the manufacturers, that it will give satisfaction in every case, or money will be refunded. See guarantee on bottle wrapper.

SOCIETY MEETINGS.

A TTENTION. SIR KNIGHTS-RAPER COM-mandery, No. 1., K. T. Stated conclave in Masonic Temple, this (Tuesday) evening at 7:45 o'clock. JACOB W. SMITH, E. C.

She Tried and Knows.

A leading chemist of New York says: "No plasters of such merit as the Ath-lo-pho-ros Plasters haveever before been produced." They are a novelty because they are not made simply to sell cheap, they are the best that science, skill and money can produce, and will do what is claimed for them. For sprains, sches weakness lameness etc. aches, weakness, lameness, etc., they are unequaled.

The Athlophoros Plaster acted like magic. It is the best I ever tried and I have used many kinds. Our druggist said "plasters are all about the same" but I don't think so now. I sprained my arm and shoulder in July, and it has been painful since, but it does not pain me at all now.

Mrs. WILLIS MAGILI.

Send 6 cents for the beautiful colored pic-ture, "Moorish Maiden." THE ATHLOPHOROS CO. 112 Wall St. M. Y.

PAIN AND DISTRESS

AFTER EATING Relieved Immediately by



Papoid Tablets are a convenient form of the new digestive drug Papoid, made from the fruit of the South American Papah or Mamon tree, which contains such remarkable digestive properties that a single tablet will dissolve 1,000 times its own weight of meat forme.



MENTIONS TEN CASES OF DYSPEPSIA CURED by this remedy, where pain and heavy feeling after eating were the prominent symptoms.

The Medical Journals throughout the world are recommending Papoid, or Papoid Tablets, in preference to all other digestives for the various disorders of digestion. Papoid Tablets may be obtained of druggists. Price, trial size bottle, 50 cents; full size, three times the rumber, \$1.25. Mailed on receipt of price by Johnson & Johnson, 92 William Street, New York.

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CLAY, HILARY, Mgr. Central Ind., 664 N. Penn. St Union Mutual Life Insurance Co., of Maine. CUMMINGS, M. M., State Agt., 66 E. Market, op. P.O. Washington Life Insurance Co. (Established 1860.) Agents Wanted.

FUNSTON, CHAS. B., Sec'y......35 Vance Block. Manufacturers' Mutual Fire Insurance Co. GREGORY & APPEL96 East Market st Represent seven first-class fire companies.

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rates. Not one dollar in perishable securities. LEONARD, JOHN R......Etna Building

The North British and Mercantile, of London. McGILLIARD & DARK, Gen. Ins. Agts., 64 E. Market Indiana Insurance Company, Indianapolis. Citizens' Insurance Company, Evansville, Ind. Farragut Fire Insurance Company, New York. German Fire Insurance Company, Pittsburg, Pa. People's Insurance Company, Pittsburg, Pa. SUDLOW & MARSH, Managers, 9012 E. Market st., for Indiana, Ohio, Kentucky, Tennessee and West

Virginia for the Provident Savings Life Assurance Society of New York. Sheppard Homans's plan of pure life insurance, unmixed with banking, a specialty. SWAIN, D. F., General Agent......60 East Market Northwestern Mutual Life Ins. Co., Milwaukes. Assets Jan. 1, 1888, \$29,858,618.90. SHIDELER, D. B., Manager, 3 and 4 Blackford Bl'k
The Equitable Life Assurance Company, the larg
est company in the world.

Do Your Own Dyeing, at Home. . They will dye everything. They are sold every-where. Price 100. a package. They have no equal for Strength, Brightness, Amount in Packages or for Fastness of Color, or non-fading Qualities. They do not crock or smut; 40 colors. For sale by F. A. Bryan, danggist, cor. Mass. ave. and Vermont st.; Herman E. Frauer, apothecary, 246 E. Washington st.; T. C. French, Masonic Temple Drug Store, cor. Tenn. and Washington sts.: Otto Schopp, druggist and anothecary, 302 S. Illinois st.; Jnc. W. Scott, druggist.

PARIS UNIVERSAL EXPOSITION Of 1889.

OFFICE OF THE U. S. COMMISSION. 85 WALL STREET, NEW YORK. All persons, firms or corporations who desire to make exhibits at the above-named exposition are hereby notified that information and blanks for applications for space will be furnished by the undersigned upon application at the above address. WM. B. FRANKLIN, Com'r General.

SOMERVILLE P. TUCK, Superintendent.

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WANTED-MALE HELP. WANTED-MACHINISTS. NORDYKE & MAR-MON CO., Indianapolis, Ind. WANTED-TEN GOOD BRICKLAYERS AT Nashville, Tenn. Wages \$4 per day. Apply to W. G. BUSH & CO.

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FOR SALE OR TRADE-FARM OF 136 ACRES, 15 miles west of Indianapolis, on the national road. Cheap. Address 144 Peru street, Indianapolis, Ind. FOR SALE-MISCELLANEOUS.

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MONEY TO LOAN-6 PER CENT. HORACE McKAY, Room 11, Talbot & New's Block. FINANCIAL-MONEY ON MORTGAGE-FARMS C. E. COFFIN & CO. SIX PER CENT. ON CITY PROPERTY IN IN-ONEY TO LOAN ON FARMS AT THE LOW-M est market rate; privileges for repayment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market street, Indianapolis.

FOR RENT. FOR RENT-ROOMS, WITH STEAM POWER.

FOR TRADE.

LOR TRADE-DESIRABLE INSIDE PROPERTY ... Two-story frame house; eight rooms, stable, cellar, well, fruits. Exchange for smaller house outside, with big lot; also, two lots in Haughville. S. C. GEORGE, Journal.

LOST. OST ELK'S PIN, STUDDED WITH DIA-

Washington st., and receive liberal seward. take off their limited trains is not meeting with favor among business men, and the withdrawal of these fast trains will not be submitted to without a vigorous protest. Already business men, through the newspapers published at Kansas City and Omaha, are demanding that they be continued. In answer to this the railway

Masonic Temple, this (Tuesday) evening at 7:45 JACOB W. SMITH, E. C.

WILLIAM H. SMYTH. Recorder.

WANTED—S. TUATIONS.

WANTED—S. TUATIONS.

WANTED—S. TUATIONS BY A YOUNG MAN and the owner's name, W. P. McLaughlin, is on each. Finder may keep money if the tickets are returned to Journal office.

WORLEADY OF CONTAINING TICKET to Cincinnati; ticket over Eric railroad to New York city; pass on Central Massachusetis

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MANLIUS, N. Y. Civil Engineering. Classics. Business. Rr. Rev. F. D. HUNTINGTON, President. LT. COL. W. VERBECK, Superintendent. WILLISTON SEMINARY, Easthampton, Mass. Prepares boys for any college or scientific school. Fall term opens Sept. 8, 1888. Catalogues and illustrated article on application. Address REV. William GAL-LAGER, Prin. (late Master Boston Latin School.)

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RENSSELAER POLYTECHNIC INSTI-gineering in the United States. Next term begins Sept. 12. The Register for 1888 contains list of grad-ates for 62 years, with their positions; also course of study, requirements for admission, expenses, etc. Candidates living at a distance m homes. Address DAVID M. GREENE, Director.

Thirty-fifth year. Fifteen miles north of Cincinnati. Best facilities and thorough instruction in all branches-English, Scientific and Classical. AL. D. POTTER, D.D., Glendale, Obio. 1 SUMMER SCHOOL.

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Fifty-first session begins Sept. 17. Students, 853.

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S. L. Bowman, D. D., School of Theology.

A. C. Downey, I.L. D., School of Law.

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Prof. S. S. Parr, Normal School.

Prof. H. A. Mills, School of Act.

Prof. H. A. Mills, School of Art.
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[OFFICIAL]

COPY OF STATEMENT OF THE CONDITION

THE CIGAR FOR AN Equitable Accident Insurance Company

On the 30th Day of June, 1888. Located at 245 West Fourth Street, Cincinnati, O.

\$200,000.00 THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent., secured as \$14,935.30 follows, market value: 202,383.00 28,500.00 18,500.00 Citizens' National bank stock..... Equitable National Bank stock.

Equitable National Bank stock.

Fifth-street Railroad Company of Dayton, O., stock.

Allegheny Valley Railroad Company bonds.

Newport & Cincinnati Bridge Company preferred stock.

Cincinnati, Indianapolis, St. Louis & Chicago railroad stock.

Cincinnati Union Stock-yards Company stock. 3,500.00 4,900.00 12,500.00 12,000.00 5.000.00 10,343.78 69,877.25 47,812.50 All other securities..... \$442,251,83 Total assets LIABILITIES. Amount owing and not due to banks or other creditors..... \$179,246.25 \$4,300.00 Losses adjusted and not due.....

State of Indiana, Office of Auditor of State. I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

___ OF THE ___ CONTINENTAL INSURANCE COMPANY

On the 30th Day of June, 1888.

Located at Nos. 100 and 102 Broadway, New York City, in the State of New York. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Loans on bond and mortgage (on real estate worth \$505,350).

United States and other stocks and bonds owned by the company, as per schedule filed...... 3,102,534,00 Real estate owned by the company.

Premiums in course of collection.

Interest and dividends (payable this date).

Rents secrued. 693,500.00 342,186.20

27,205,61 8,519.34 Total assets..... \$4,880,751.27 LIABILITIES: Total liabilities...... \$2,867.847.47

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I here unto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

The greatest amount insured in any one risk is about \$25,000, but will not as a general rule exceed

Connecticut Mutual Life Insurance Co

On the 30th day of June, 1888.

Located at No. 291 Main Street, Hartford, Conn. The amount of its capital is none, being a purely mutual company.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: 8788,856,67 Cash in banks and in office..... Real estate unincumbered.

Bonds and stocks owned by the company, as per schedule filed, market value.....

Loans on bords and mortgages, being first lien on unincumbered real estate, worth double the All other securities..... 1,140,031.22 Total assets...... \$56,643,498.38 LIABILITIES.

Total liabilities...... \$51,157,067,77 State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR. Auditor of State.

[OFFICIAL] COPY OF STATEMENT OF THE CONDITION

On the 30th day of June, 1888.

Located at 157 St. James Street, in the City of Montreal, Canada. The amount of its capital is, subscribed..... The amount of its capital paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent., secured as fol-\$82,419.34 lows, market value: Montreal Corporation stock..... Montreal Corporation bonds..... 12,400.00 Dominion of Canada stock..... Montreal Warehousing bonds.
L. C. & S. & L. Jct. Railway bonds.

Canada Central Railway bonds.

Province of Quebec bonds.

Canada Southern Railway bonds.

Canada Southern Railway bonds.

City of Toronto bonds.

United States 4 lg per cent. registered bonds.

City of Richmond, Va, bonds.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured. 15.625.00 230,050.00 1,190.00 31.772.69 4,099.17 Debts for premiums..... All other securities..... \$592,542.83 Total assets..... Losses unadjusted.
All other claims against the company.
Amount necessary to reinsure outstanding risks.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888. as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION HOME LIFE INSURANCE COMPANY

(OFFICIAL.)

On the 30th Day of June, 1888.

Located at No. 179 Montague Street, in the City of Brooklyn, State of New York. The amount of its capital is..... The amount of its capital paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons \$111,496.94 189,043.57 lows, market value: lows, market value:
United States bonds.
Brooklyn City bonds, \$459,200; Erie Railroad bonds, \$95,950.
Funded, \$10.440; N. Y., C. & St. L. bonds, \$194,880.
N. Y., L. & W. bonds, \$100,000; Albany & Susq. bonds, \$224,000.
Morris & Essex, \$267,967.50; Chicago & Northwestern, \$281,400.
Oswego & Syracuse, \$38,950; Fidelity L. & T. Co., \$50,000.
Central Trust Co., \$40,000; American Exchange National Bank stock, \$19,941.25. 1,538,500.00 555,150.00 205,320.00 324,000.00 549,367.50 88,950,00 59,941.25 1,681.25 National Bank of Commerce, \$1,681.25.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured. 992,100.00 772,200.00 Debts for premiums..... 852,550.63 All other securities..... 58,410.76 Total assets...... \$6,298,711.85 LIABILITIES. Losses unadjusted, waiting for proofs of death \$222.82

All other claims against the company—dividends unpaid \$2.500.00

Amount necessary to reinsure outstanding risks 4.620,208.00

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 28th day of July, 1888.

BRUCE CARR, Auditor of State.